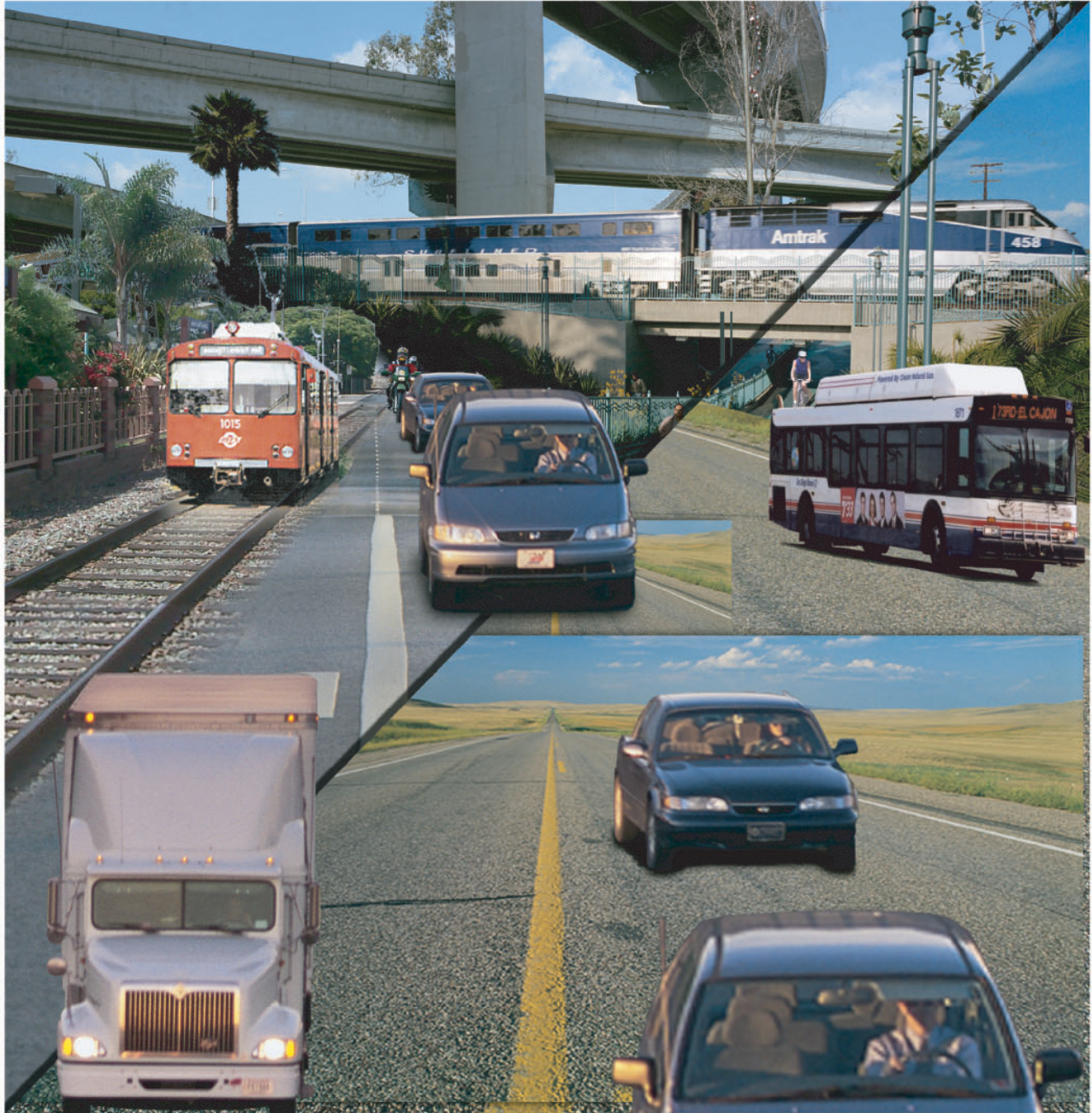


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TRANSPORTATION CONCEPT REPORT

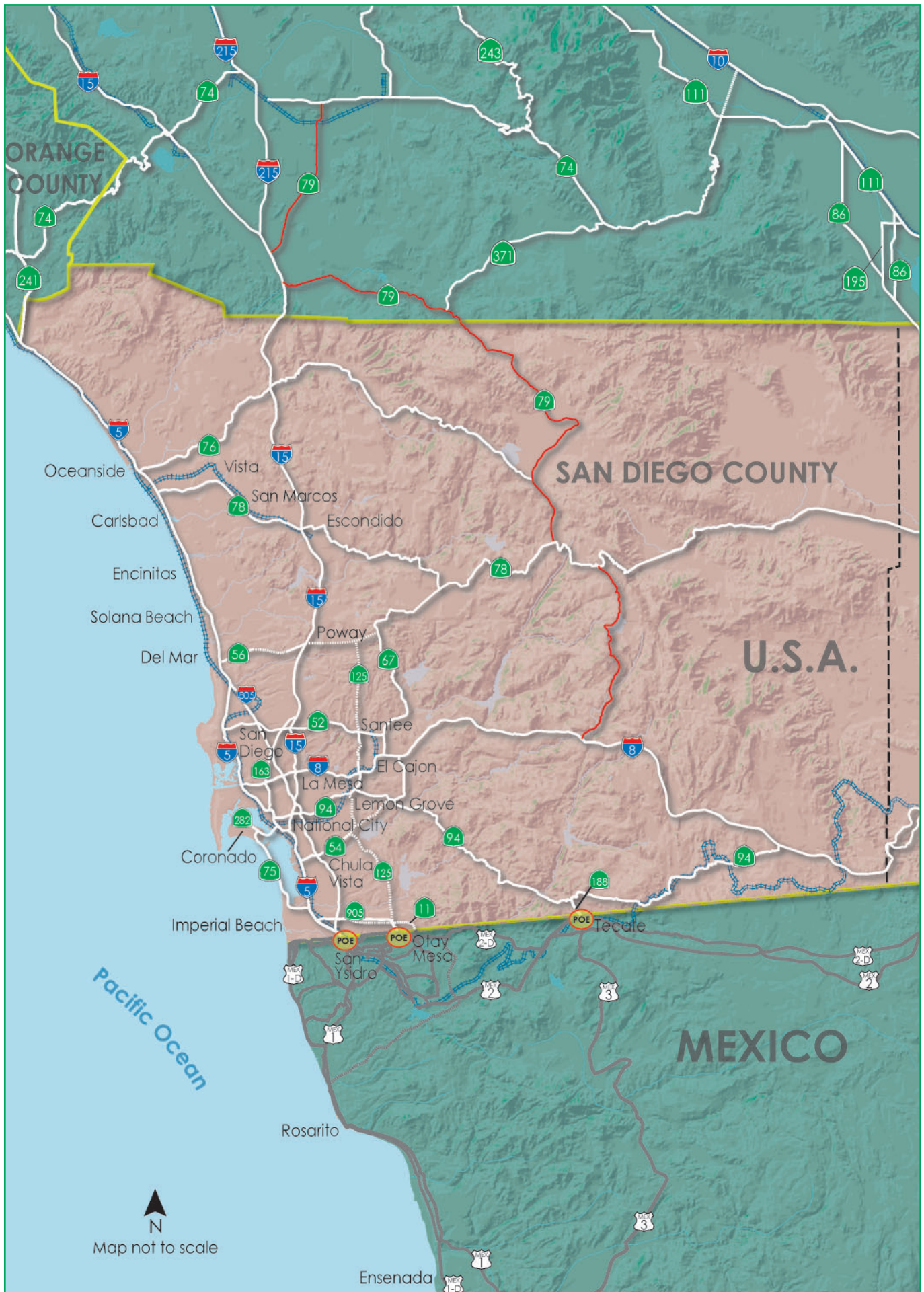


DISTRICT 11 Planning Division
California Department of Transportation



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STATE ROUTE 79 AREA MAP



ROUTE SR-79 LOCATION MAP



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Transportation Concept Summary

Table S-1 shows the existing facility and operating conditions for State Route 79 (SR-79), as well as the specific 2020 Transportation Concept facility type and the projected level of service.

There are no 2020 transportation concept facility improvements proposed for SR-79 at this time. Operational and/or safety improvements should be considered if needed.

2020 Concept LOS

TABLE S-1

EXISTING FACILITY AND 2020 TRANSPORTATION CONCEPT

Segment/County/ Post Mile	Location	# of Lanes Facility	ADT		Peak Hour V/C Ratio		Operating LOS		
			2001	2020	2001	2020	2001	2020	
1 SD L0.0-L2.8	I-8 to Old Hwy. 80	2C	3,900	9,600	0.19	0.46	C	D	D
2 SD L2.8-20.2(RB)	Old Hwy. 80 to East Junction SR-78	2C	2,000	4,700	0.10	0.23	B	C	D
3 SD L4.6-17.6	West Junction SR-78 to SR-76	2C	2,400	3,700	0.12	0.19	B	C	D
4 SD L17.6-18.5	SR-76 to RIV County Line	2C	1,600	2,600	0.10	0.15	B	D	D

ADT= Average Daily Traffic

V/C= Volume to Capacity Ratio

LOS= Level of Service

2C= Two Lane Conventional Highway

RB= Route Break

NOTE: V/C Ratios and Operating LOS are based on sketch level planning analysis and are only intended for use as a general planning guideline. Application of other traffic analysis methods may result in different V/C ratios and LOS's.

LEVEL OF SERVICE (LOS) DEFINITIONS

LOS	D/C Delay	Congestion	Traffic Description
B	<0.45	None	Free to stable flow, light to moderate volumes.
C	0.46 - 0.65	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.66 - 0.85	Minimal to Substantial	Approaches unstable flow, heavy substantial volumes, very limited freedom to maneuver.

LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. An LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety.

Introduction and Statement of Planning Intent

The Transportation Concept Report (TCR) is a planning document which describes the Department's basic approach to the development of a given highway corridor. Considering financial constraints and projected travel demand, this TCR establishes a 20 year transportation planning concept for State Route 79 (SR-79) and identifies modal transportation options needed to achieve the concept. The concept includes operating Levels of Service (LOS), modal improvements, and new technologies. The TCR also considers potential long term needs for the corridor beyond the 20 year planning period. The long term needs focus on the Post-2020 Ultimate Transportation Corridor (UTC).

The TCR is a preliminary planning document that leads to subsequent programming and the project development process. The specific nature of improvements (i.e., number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the Project Study Report (PSR), Project Report (PR) or design phases.

Each TCR must be viewed as an integral part of a planned system. The TCR is based on the completion of the 20 year system. The system has been developed to meet anticipated travel demand generated from regional growth forecasts. Removal of any portion of a route from the system could adversely affect travel on parallel or intersecting routes.

The TCR is prepared by Caltrans District 11 staff in cooperation with local and regional agencies. The TCR is updated as conditions change or new information is obtained.

The focus of the TCR is the 2020 Transportation Concept, which includes State highway, transit, system management and travel reduction, maintenance, goods movement, aviation, nonmotorized, and tourism components.

Route Description

State Route 79 (SR-79) is a north-south, two lane conventional highway serving San Diego and Riverside Counties. The route traverses the Cuyamaca Mountains in central San Diego County, which separate the coastal plains from the desert regions. Within District 11, SR-79 begins at Interstate 8 (I-8) (P.M. SD L0.0) and follows a predominantly north-south alignment for 53.0 miles to the Riverside County line (P.M. SD 53.0). SR-79 then extends north into Riverside County, part of Caltrans District 8, intersecting with Interstate 15 (I-15) (P.M. RIV 19.8) in Temecula, and State Route 74 (P.M. RIV R19.2) near Hemet, terminating at Interstate 10 (P.M. RIV 40.4) in Beaumont.

SR-79 was adopted into the State highway system in 1933. In 1959, the portion from old U.S. 80 to State Route 78 was added to the Freeway and Expressway System.

Purpose of Route

SR-79 primarily serves intraregional recreational trips generated in the nearby urban areas, to federal, state and county parklands located in the mountain areas east of the metropolitan San Diego area. The Cleveland National Forest, Cuyamaca Lake, Lake Henshaw, and various county parks and campgrounds, are served by SR-79, and the route is the primary road within Cuyamaca Rancho State Park.

SR-79 also provides for local travel to and from the rural communities of Descanso, Julian, Santa Ysabel, Warner Springs, Sunshine Summit and Oak Grove. Within District 8, SR-79 serves the Riverside County communities of Aguanga, Rancho California, Temecula, Murrieta Hot Springs, Winchester, Hemet, San Jacinto, and Beaumont.

Existing Facility Classifications

The federal functional classification for SR-79 is Rural Minor Arterial. Within District 11, SR-79 is not included in the National Highway System (NHS).

SR-79 is part of the Interregional Road System (IRRS) from I-8 (P.M. SD L0.0) to SR-78 (P.M. SD 20.2), and from SR-78 (P.M. SD 20.2) to the Riverside County line (P.M. SD 53.0). SR-79 is not designated as part of the National Network for Surface Transportation Assistance Act (STAA) for

trucks. In accordance with the Truck Kingpin-to-Rear Axle Length State Highway System Evaluation Report, dated December 1989, the portion of SR-79 from the junction of Olde Highway 80 (P.M. SD L2.8) (County Road) to the Riverside County line (P.M. SD 53.0) has been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a 30 foot kingpin-to-rear axle length.

For maintenance programming purposes, the State highway system has been classified as Class 1, 2, and 3 highways based on the Maintenance Service Level (MSL) descriptive definitions.

SR-79 is classified as a MSL 2 route for its entire length.

SR-79 is on the Master Plan of State Highways Eligible for Official Scenic Highway Designation, but is not currently designated a State Scenic Highway.

Existing Facility

SR-79 is a conventional highway traversing a very scenic, mountainous area in central San Diego County on a predominantly rolling gradeline. The closest parallel State route is I-15, located approximately 40 miles to the west. The Sunrise Highway (S-1) is located approximately two miles to the east of SR-79, and runs parallel to SR-79 from I-8 (P.M. SD L0.0) to Cuyamaca Lake (P.M. SD 14.2). Another San Diego County route, San Felipe Road (S-2) runs roughly parallel to SR-79 from the north end of the Sunrise Highway (P.M. SD 14.2) to Montezuma Valley Road (S-22) (P.M. SD 31.7).

SR-79 intersects I-8 (P.M. SD L0.0), SR-78 (P.M. SD 20.2) and SR-76 (P.M. SD 27.3) within San Diego County.

Segment 1 (P.M. SD L0.0-L2.8) This segment extends from I-8 (the southern terminus of SR-79) to Old Highway 80. Segment 1 is comprised of a two-lane conventional facility on a rolling gradeline.

Segment 2 (P.M. SD L2.8-20.2): This segment extends from Old Highway 80 to the eastern junction with SR-78. At that point, there is a break in the route for seven miles with SR-79 traffic using the SR-78 roadbed. Segment 2

consists of a two-lane conventional facility on a rolling and mountainous gradeline that traverses mountainous terrain. Pavement widths of twenty feet on sections of the route within the Cuyamaca Rancho State Park, as well as heavy use of the route by large recreational vehicles, both contribute to low operating speeds in this segment.

Segment 3 (P.M. SD 20.2E-27.4): SR-79 resumes its independent alignment at the beginning of this segment, at the west junction with SR-78. It continues northwest to the State Route 76 (SR-76) junction. This segment is comprised of a two lane conventional facility on a rolling gradeline.

Segment 4 (P.M. SD 27.4-53.0): This segment extends north from the junction with SR-76 to the Riverside County line. This segment is comprised of a two lane conventional facility on a rolling gradeline.

A physical description of the existing facility in a segment-specific format is shown in Table 1.

There is one Park and Ride lot at the southern terminus of SR-79, at the northwest quadrant of the I-8/SR-79-Japatul Valley Road interchange in Descanso. There are a total of 30 parking spaces, with an average Park and Ride use of 2 spaces per day.

Transit service is provided on SR-79 from Descanso to I-8 by County Transit System (CTS) Southeast Rural bus Route 888. CTS Route 888 provides service from Jacumba to Grossmont Center, serving the communities of Pine Valley, Willows, Harbison Canyon and Crest. CTS Route 888 provides only one trip in the A.M. and one trip in the P.M. on a demand-response basis. CTS Northeast Rural bus Route 878 operates on SR-79 from SR-78 south to Cuyamaca, providing one trip

in the A.M. and one trip in the P.M., Tuesday through Saturday, with s service to Grossmont Center (Thur.-Fri.), and to North County Fair (Tue.-Wed.-Sat.). CTS Northeast Rural bus Route 879 operates on SR-79 between SR-78 and Oak Grove, providing service to the communities of Oak Grove, Warner Springs, Lake Henshaw and Santa Ysabel. CTS Route 879 provides one trip in the A.M. and one trip in the P.M. Tuesday through Saturday, with service to Grossmont Center (Tue.-Wed.-Sat.), and to North County Fair (Thurs.-Fri.). Transfers from CTS Routes 878, 879, and 888 to connecting Metropolitan Transit System (MTS) buses are available at Parkway Plaza, the El Cajon Transit Center, and North County Fair. Prearranged transfers to the Wheels/Elderly and Disabled service transit system are also available at these locations. Additional demand-response service is provided to and from intermediate locations within the service areas of CTS Routes 878, 879 and 888, by making reservations twenty four hours in advance. CTS Routes 878, 879, and 888 also provide access to the East Urban Light Rail Transit (LRT) Line at the Grossmont Trolley Station and at the El Cajon Transit Center. Furthermore, the rural buses are equipped with bicycle racks and provide wheelchair lift service.

Bicycle travel is allowed on all State expressways and conventional highways unless specifically prohibited by appropriate signage. In addition, some freeway shoulders are also open for bicycles when alternative bike routes are not available. SR-79 is included in the County of San Diego General Plan Circulation Element Bicycle Facility Plan.

TABLE 1 EXISTING FACILITY GEOMETRICS						
Segment/County/ Post Mile	# of Lanes Facility Type	Lane Width	Outside Shoulder Width	Max. R/W Width	Median Width	Grade Line
1 SD 10.0-12.8	2C	10-15	2-8	60-120	0	R
2 SD 12.8-20.2 (RB)	2C	10-16	1-6	60	0	R/M
3 SD 20.2E-27.4	2C	10-15	4-8	60	0	R
4 SD 27.4-53.0	2C	11-16	2-10	60	0	R

Outside shoulder 0.3 meter (1 ft.) – 3.0 meter (10 ft.)
Inside shoulder 0.0 meter –6.1 meter (20 ft.)

2C= Two Lane Conventional Highway
R= Rolling

M= Mountains
R/W= Right of Way

NOTE: Widths are in feet

Socio-Economics

This section includes a land use/corridor growth and demographic analyses for existing and future conditions in this corridor.

Corridor Growth and Demographics

The San Diego Association of Governments' (SANDAG) 2020 Regional Growth Forecast anticipates a population change in the San Diego region from 3.0 million people in 2000 to 3.9 million people in 2020. This represents a 30 percent increase. The 2020 forecast also projects the housing stock in the San Diego region will increase from 1.1 million units in 2000 to 1.4 million units in 2020, a 27.2 percent change. The total labor force is also expected to grow from 1.4 million workers in 2000 to 1.8 million workers in 2020 for an increase of 28.5 percent. These changes will create a demand for additional public facilities. Complementary land use and transportation improvements will be required to accommodate forecasted growth, and to provide the additional facilities.

The Mountain Empire, Laguna/Pine Valley and Palomar/Julian Subregional Areas (SRA), which include the communities of Descanso, Julian, Santa Ysabel, Warner Springs, Sunshine Summit and Oak Grove, are located within the East County Metropolitan Statistical Area (MSA). According to the 1990 San Diego County General Plan Land Use Element, these communities are designated as

country towns, and are characterized by rural residential, office professional (commercial), limited impact industrial, light and general agricultural, and recreational commercial land uses. The land uses surrounding the SR-79 corridor are consistent with the General Plan Land Use Element, and consist primarily of recreational, with some residential (low density - dwelling unit per one, two, three, or four acres), mobile home parks and agricultural/livestock areas.

The State of California, Department of Parks and Recreation General Plan for Cuyamaca Rancho State Park recommends the expansion of recreational facilities throughout the park. Plans include renovation and/or expansion of existing hiking, camping, and equestrian facilities.

Historically, this region has experienced slow but steady growth. However, with the proposed expansion of recreational facilities throughout Cuyamaca Rancho State Park, and the continued growth in San Diego County's population, this area will likely experience a moderate increase in vehicle trips related to increased daily recreational usage.

Table 2 on the following page lists current and future housing and population data for the East County MSA and the specific SRA's relevant to SR-79. Table 3 lists current and future employment data for the same subregional areas.

TABLE 2

HOUSING AND POPULATION GROWTH

Jurisdiction/ Location (Subregional Area)	Year	Dwelling Units	Percent Change From Base Year	Population	Percent Change From Base Year
Palomar/ Julian	2000	3,467	-	6,462	-
	2005	3,631	4.7%	7,241	12.1%
	2010	3,806	9.7%	7,363	13.9%
	2015	4,079	17.6%	7,919	22.5%
	2020	4,364	25.8%	8,325	28.8%
Laguna/ Pine Valley	2000	2,177	-	5,682	-
	2005	2,270	4.3%	6,165	8.5%
	2010	2,370	8.8%	6,338	11.5%
	2015	2,629	20.7%	7,042	23.9%
	2020	2,883	32.4%	7,673	35.0%
Mountain Empire	2000	2,922	-	6,420	-%
	2005	3,177	8.7%	7,521	17.1%
	2010	3,446	17.9%	7,971	24.1%
	2015	3,962	35.6%	9,102	41.7%
	2020	6,717	129.8%	14,601	127.4%
Anza-Borrego Springs	2000	3,501	-	3,754	-
	2005	4,801	37.1%	6,957	85.3%
	2010	6,149	75.6%	8,382	123.3%
	2015	11,801	237.1%	18,517	393.2%
	2020	20,720	491.8%	37,825	907.5%
Totals	2000	12,067		22,318	
	2005	13,879		27,884	
	2010	15,771		30,054	
	2015	22,471		42,580	
	2020	34,684		68,424	

Source: SANDAG

TABLE 3

EMPLOYMENT GROWTH

Area/ (Subregional Area)	Year	Total Employment	Percent Change From Base Year
Palomar/ Julian	1995	2,048	-
	2005	2,450	19.6%
	2010	2,513	22.7%
	2020	2,801	36.7%
Laguna/ Pine Valley	1995	959	-
	2005	1,011	5.4%
	2010	1,019	6.3%
	2020	1,100	14.7%
Mountain Empire	1995	1,925	-
	2005	2,769	43.8%
	2010	2,883	49.7%
	2020	3,601	87.1%
Anza-Borrego Springs	1995	1,247	-%
	2005	2,012	61.3%
	2010	2,133	71.1%
	2020	7,271	483.1%
Totals	1995	6,179	
	2005	8,242	
	2010	8,548	
	2020	14,773	

Source: SANDAG

Regional Growth Management

Concurrent with the release of SANDAG's 2020 Forecast in 1999, the REGION2020 Growth Management Strategy was developed and launched. The Strategy was a first step toward informing elected officials and the general public about growth issues in general and illustrating specific ways that the region could grow in a smarter, more sustainable manner. REGION2020 was never intended to be a one-size-fits-all approach to growth management. It was always recognized that different jurisdictions, and different communities within the jurisdictions, have different needs and priorities.

However, the land use plans and policies within the individual jurisdictions do have a cumulative impact on the region as a whole. REGION2020 is now evolving into the Regional Comprehensive Plan (RCP), which will build upon the Strategy's smart growth goals and principles. It will serve as the framework for strengthening the relationship among local plans and policies and regional plans and policies, and land use and transportation plans and policies. For example, it can help reconcile differences between local plans and regional forecasts, and can provide incentives and other mechanisms to promote transportation networks and designs that enhance local communities. The RCP will result in :

- More competitive transportation choices and reducing the region's dependency on the car
- More compact, walkable, mixed-use development in existing communities
- A greater housing supply
- A more protected environment

One completed, the RCP can serve as a guide to establish regional priorities, limit urban sprawl, address infrastructure shortfalls, and connect the transportation system. The results will enable the jurisdictions, as well as the region, to proactively plan for change. The RCP will provide the structure for connecting the local land use plans and transportation investments.

Community Planning

Community Planning is an integral part of the 2020 Transportation Concept. With California's burgeoning population, new paradigms for community development and new ways to plan and provide transportation infrastructure and services must be crafted. These tools will enhance effective management of California's transportation system in the coming decades and provide cost-effective infrastructure improvements that promote livable communities.

The purpose of Community Planning is to integrate land use, transportation, and community values. Community Planning within Caltrans has several broad goals which include 1) compiling and sharing information regarding community based planning, 2) building and strengthening partnerships to facilitate community based transportation planning approaches at local, regional, and state levels, 3) enhancing the integration of community based planning approaches in Caltrans culture and processes, and 4) providing training, knowledge and tools that facilitate community based planning.

Effective Community Planning allows for the creation of transportation projects that enjoy public support and are easier to develop and deliver because of consistency with community values.

Within Caltrans, the Office of Community Planning includes three functional groups: Intergovernmental Review (IGR)/California Environmental Quality Act (CEQA), Community Based Transportation Planning (CBTP), and Public Participation (PP). These groups share a common theme of linking land use decision-making with transportation planning.

There are three Community Planning Groups adjacent to the SR-79 corridor. They are the Central Mountain, Julian, and North Mountain Community Planning Groups.

Native American Reservations

Eighteen federally recognized Native American reservations are located in the San Diego region. The Native American reservations are located in the rural backcountry of the unincorporated area of San Diego. Access to the reservations is by County-maintained arterials and State highways. Three Native American reservations are in the vicinity of SR-79; Mesa Grande, Santa Ysabel and Los Coyotes.

One consideration regarding these reservations relates to Tribal Employment Rights Ordinances (TERO) for projects on Indian reservations. Based on powers inherent in Tribal sovereignty, Tribes may enact these ordinances, thus requiring all employers operating within Tribal jurisdiction to provide Indian preference in employment and to apply a TERO tax to fund the administration of the ordinances.

Indian gaming is another special consideration for potential impact to State Highways. Passage of Proposition 1A in the spring 2000 election legalized the creation of state compacts between

the Indian Tribes and the State of California for Indian gaming projects. Individual tribes in the San Diego region have entered into compacts with the State of California for the creation, and/or expansion of Indian gaming projects on their reservations. These developments are approved through the Bureau of Indian Affairs.

Many of these Indian gaming facilities have been constructed. Some have opened as temporary facilities, while others have been constructed as permanent gaming complexes.

Existing Indian gaming facilities east of I-15 include Pala, Pauma, Rincon and San Pasqual. The County of San Diego has prepared a document entitled Report on the Potential Impacts of Tribal Gaming on Northern and Eastern San Diego County (July 2002). This report includes a section that discusses a traffic assessment of the off-reservation impacts to County-maintained arterials and State highways near the existing and proposed Indian gaming projects.

Future Transportation Concept

The 2020 Transportation Concept is comprised of the facility type, the number of lanes, average daily traffic, peak hour Volume to Capacity (V/C) Ratio, peak hour Operating Level of Service (LOS), and the Transportation Concept LOS. The 2020 traffic projections for SR-79 are based on the SANDAG 2020 Cities/Counties Regional SMART Growth Preferred Plan Forecast (September, 2001) and assume completion of the future regional transportation system. The 2020

traffic projections are subject to change, based on periodic traffic forecasting model adjustments and ongoing supplemental transportation studies.

The 2020 Transportation Concept LOS is based on the 1999 Congestion Management Plan (CMP) Update in the SANDAG 2020 Regional Transportation Plan (April 2000). The 2020 Transportation Concept is LOS D for SR-79.

The 2020 Transportation Concept is shown in Table S-1 in the summary of this report.

Concept Rationale

An intermodal approach to planning for future traffic that includes a variety of transportation options can be utilized for SR-79.

Highway Component

It is anticipated that Segment 1, from I-8 (P.M. SD L0.0) to Old Highway 80 (P.M. SD L2.8), will experience increased traffic from both potential residential development growth and increased recreational traffic. However, the existing two lane conventional facility will continue to provide sufficient capacity to accommodate the projected increased traffic volumes. Segment 2, from Old Highway 80 (P.M. SD L2.8) to the easterly junction of SR-78 (P.M. SD 20.2), is a two lane conventional highway traveling through a mountainous area on a rolling and mountainous gradeline. There are several short radii curves in Segment 2 that constrain operating speeds to 15 miles per hour. In addition, portions of this segment which run through Cuyamaca Rancho State Park have nonstandard pavement widths. Because of these factors and the environmental sensitivity of the adjacent parkland, widening of the route in this area is not being considered. However, this segment will experience moderate increases in traffic. Segments 3 and 4, which encompass the remainder of SR-79 within District 11, consist of a two lane conventional highway. This portion of SR-79 is expected to experience moderate increases in traffic associated with population growth within the San Diego and southwestern Riverside County regions, and an increase in the number of recreational trips.

The Department is required by legislation to develop a Ten-Year State Highway Operation and Protection Plan. The Plan identifies rehabilitation needs, schedules for meeting those needs, strategies for cost control, and program efficiencies.

Legislation also requires the development of a

four-year State Highway Operation and Protection Program (SHOPP). SHOPP projects are limited to capital improvements related to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. The SHOPP reflects the first four years of the "Ten-Year State Highway Operation and Protection Plan".

District 11 also developed a 2002 Ten-Year SHOPP Needs Plan. There are four projects on SR-79 as shown in the Table 4.

TABLE 4

TEN-YEAR SHOPP PROJECTS

Post Mile	Location	Description	Fiscal Year
L0.0 - 20.0	I-8 to SR-78	Rehabilitate roadway	2008/09
20.0 - 53.0	SR-78 to Riverside County Line	Rehabilitate roadway	2009/10
L0.0 - 53.0	I-8 to Riverside County Line	Widen shoulders and provide rumble strips	2008/09
Various	Various	Bridge rail upgrades	2010/11

The State Highway Improvement Program (STIP) is a multi-year capital improvement

program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other sources.

Each new STIP includes projects carried forward from the previous STIP plus new projects and cash reserves from among those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP). The STIP also includes projects from the Department's Interregional Transportation Improvement Program (ITIP).

There are currently no STIP projects in the SR-79 corridor.

Transit Component

The development of the SANDAG Regional Transit Vision (RTV) is primarily directed to the urbanized portion of the San Diego region. However, as growth occurs in the East County rural area, it is expected that existing transit services will be expanded to accommodate the additional population.

System Management and Travel Reduction Component

A variety of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies could be utilized in the SR-79 corridor. Improved rural highway

operations can result from the provision of safety spot improvements, realignments, curve straightening, and passing lanes or turnouts. Limitation and separation of left turn movements, limited driveways, and other access controls could also be provided in the corridor. Consideration should be given to expanding the freeway call box program and Freeway Service Patrol (FSP) to selected rural highways.

As population continues to increase in the rural areas accessed by SR-79, employer-based incentives such as telecommuting, vanpooling, and additional park and ride lots should be considered.

Maintenance Component

Maintenance of the State highway system is an integral part of the transportation concept. Highway maintenance is defined as the preservation, upkeep and restoration of the roadway structures. The definition of roadway structures includes highways, toll bridges, and appurtenant facilities. Maintenance also includes the operation of highway facilities and services to provide satisfactory and safe highway transportation. Maintenance staff schedules routine maintenance procedures to keep traffic delays to a minimum.

The Pavement Condition Survey is an inventory of the existing pavement surface conditions for the entire State Highway network. The survey is a continuous process that documents the severity and extent of surface distress.

There are several different types of surface distress that are discussed extensively in the Caltrans Pavement Evaluation Manual (January 2000).

Rigid distress faulting is a vertical displacement of abutting slabs at the transverse joint creating a "step" in the pavement. Alligator 'A' cracking is characterized by a single, longitudinal crack in the wheel path. Alligator 'B' cracking displays interconnected or interlaced cracks in the wheel path, forming a series of small polygons. Alligator 'C' cracking has interconnected or interlaced cracks outside the wheel path.

Portions of SR-79 exhibit faulting and moderate Alligator 'A,' 'B,' and, 'C' cracking.

Goods Movement Component

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 created additional emphasis being placed on the movement of goods in an integrated transportation network. It is essential to identify critical elements within major goods movement corridors in order to develop effective strategies for managing, maintaining and improving transportation system connectivity. Goods movement planning incorporates analysis of impacts on noise, air quality, land use, congestion, safety, and can have a significant economic impact on our regional economy. The Transportation Equity Act for the 21st Century (TEA-21) builds on the initiatives established in ISTEA, authorizing highway, highway safety, transit and other surface transportation programs for the years 1998-2003.

Aviation Component

There are no public airports adjacent to the SR-79 corridor, however, there are three small, private airports north of the SR-76/SR-79 junction at Warner Springs, Butterfield Oaks, and Ward Ranch.

Non-Motorized Component

Bicycle travel is allowable on SR-79 in San Diego County. The California Vehicle Code 21200 states all roads in California are open to bicyclists unless there is a resolution passed to post them closed. Although the shoulders are narrow, SR-79 continues to be a popular bicycle route for weekend bicyclists and triathlon teams in training. Many requests from bicyclists to Caltrans for better awareness of their presence to motorists resulted in the placement of W-79 Bicycle Symbol signs at PM 000-005. Underneath the bicycle symbol sign is another sign that reads "Next 20 Miles". In addition, bicycle racks will continue to be provided on the County Rural Bus service vehicles.

Along PM 15-20 there are several Pedestrian School 'X'-ing signs as well. Any planned improvements for SR-79 must include non-motorized facilities and access, according to Caltrans Deputy Directive 64 "Accommodating Non-Motorized Travel."

Tourism Component

The California Department of Tourism estimates that recreational activities and the travel industry generate \$5.2 billion dollars per year and sustain 700,000 jobs statewide, which makes California first in the nation for visitors and earnings. California generated over 250 million person trips in 1998. San Diego received over 30 million person trips.

SR-79 provides access to Cuyamaca Rancho State Park and the Cleveland National Forest, including the Green Valley Falls and Paso Picacho campgrounds. Because of its scenic beauty, many visitors travel on the route to the historic town of Julian.

Air Quality Conditions

SR-79 is located in the San Diego Air Basin. Progress has been made in attaining federal and state air quality standards. Federal and state standards have been met for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide (CO). The western two-thirds of the San Diego Air Basin is federally designated as a maintenance area for CO. Federal standards are being met for inhalable particulates labeled as PM₁₀. State standards for PM₁₀ have not been met.

In October 2002, the Environmental Protection Agency issued a finding that the San Diego area had attained the one-hour ozone National Ambient Air Quality Standards (NAAQS) by the applicable attainment deadline of November 15, 2001.

In December 2002, the San Diego Air Pollution Control District (SDAPCD) adopted the "Ozone Redesignation Request and Maintenance Plan for San Diego County". Also in December 2002, the

California Air Resources Board (CARB) submitted this Maintenance Plan to the EPA with a request that they approve the plan and redesignate San Diego to attainment status for the one-hour ozone NAQQS.

The new federal eight-hour ozone standard was passed into law in 1997. The U.S. EPA is required to designate eight-hour ozone nonattainment areas by April 15, 2004. At the time of this writing, it does not appear as if the San Diego region will be able to attain the new eight-hour standard. Eight hour ozone State Implementation Plans will be due starting in 2007.

The new federal PM_{2.5} standard was also enacted in 1997. The implementation schedule is expected to parallel that of the eight-hour ozone standard.

The Air Resources Board (ARB) is currently preparing the CO Maintenance Plan update. Adoption is expected by summer 2004.

2020 Transportation Concept Facility Improvements

There are no 2020 Transportation Concept facility improvements proposed for SR-79 at this time. Operational and safety improvements should be considered if needed.

Post-2020 Ultimate Transportation Corridor

The post-2020 Ultimate Transportation Corridor (UTC) describes the long term (beyond the 20 year planning period) need for transportation facility improvements.

The UTC number of lanes and facility type for SR-79 are the same as the 2020 Transportation Concept. Further studies may be needed to determine if additional transportation improvements are required beyond the 20-year planning horizon.

ADT	Average Daily Traffic
CO	Carbon Monoxide
CMP	Congestion Management Program
ISTEA	Intermodal Surface Transportation Efficiency Act
LOS	Level of Service
MSL	Maintenance Service Level
NHS	National Highway System
PM	Post Mile
PM ₁₀	Inhalable Particulate Matter
PR	Project Report
PSR	Project Study Report
RTV	Regional Transit Vision
SANDAG	San Diego Association of Governments
SRA	Subregional Area
STAA	Surface Transportation Assistance Act
TCR	Transportation Concept Report
TEA-21	Transportation Equity Act for the 21st Century
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio

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I approve this Transportation Concept Report as the guide for
development of State Route 79 over the next 20 years.

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1-23-04

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